

Official and Classified ADVERTISEMENTS

Continued from Page 15

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Irish protest at new climb-down

IRISH FISHERMEN are being urged by their leaders to stop boat loan repayments to the government in protest against yet another 'climb-down' to the EEC on a 50-mile limit. The announcement came in Brussels on Monday from the new Irish Minister of Fisheries, Patrick Donegan.

After a meeting with EEC Fisheries Commissioner, Finn Gundelach, he said Ireland had once again extended for two weeks its deadline for the introduction of unilateral measures to protect their fish stocks in Irish waters. This includes a ban on vessels over 110 ft. operating within 50-miles of the coast.

Mr. Gundelach praised the Irish government's decision as part of a forward-looking common policy. But angry Irish fishermen's leaders walked out of a briefing session with Irish ministers in Brussels and heated words were exchanged between fishermen and government advisors.

Mr. Donegan said that he had convinced Mr. Gundelach that long-term proposals for the protection of Irish fish stocks should be met by the middle of April — and the final decision taken by the Council of Ministers by the end of June.

The likely plans would include quotas and regulations on the number and size of the boats that could fish in Irish waters, as well as the length of time they could stay. Mr. Donegan said that he had reiterated the Irish claim for a 50-mile coastal band. He was very happy with the progress made after the meeting and is optimistic that an EEC

solution could be found to conserve Irish fish stocks.

The attitude of fishermen has been the complete opposite. Both the Irish Fishermen's Organisation and the fishermen's branch of the Irish Transport and General Workers' Union have complained bitterly about what they describe as a Government 'climb-down'.

The Irish Fishermen's Organisation issued a statement saying it had been cheated by the government on the limits issue. It demanded that the government should either honour its agreement with fishermen to get a 50-mile limit or admit that it was too weak in the face of continental criticism.

The IFO also claimed that the government had deliberately withheld information about

what it is going to do for the fishermen.

Joey Murrin, IFO chairman, claimed that Mr. Donegan had allowed an extension period despite the fact that the north-west and north Donegal fishery areas are not included in EEC conservation proposals. Mr. Donegan claimed that the government was demanding these two key areas should be included.

A statement by the National Fishermen's branch of the Irish Transport and General Workers' Union condemned the "government refusal once more to take decisive action to protect the dangerously low Irish fish stocks".

The matter is to be raised in the Irish Parliament by the opposition Fianna Fail party. Their spokesman on fisheries, Denis

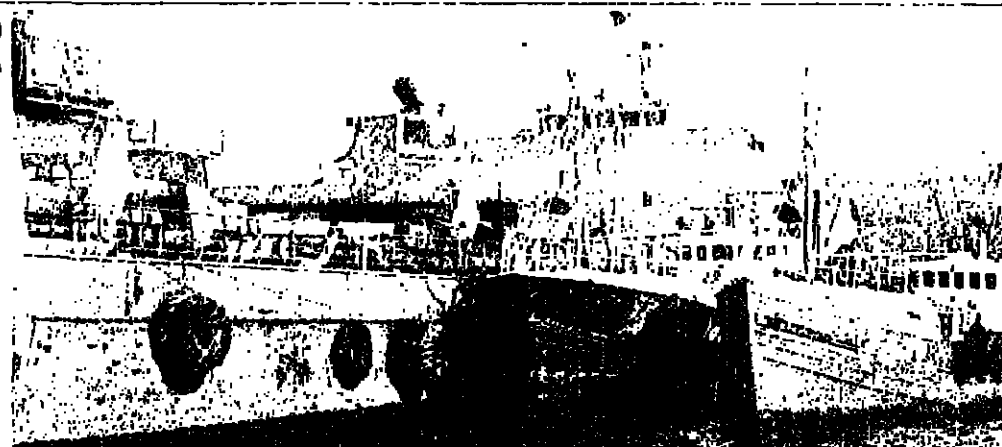
Gallagher, said that the minister seemed to bow lower and lower to the dictates of Brussels, to the detriment of the Irish fishing industry.

Meanwhile, it has become clear that a very little solid planning has been done on the crewing of an expanded fisheries protection service. At a press conference in Cork on Monday the Minister of Defence, Oliver Flanagan, said that the former fishing and seismic vessel *Helen Bossa* is being leased from Denmark and would arrive in Ireland at the end of this month to begin protection duty.

A second all-weather protection vessel is being built in Cork and a third is under consideration. The naval service had only 562 personnel and would have to be strengthened.

SEA TRANSFER

The fish carrier *Lalla Bach* from Denmark pumps aboard mackerel from the powerful Scots pair team of *Kallista* and *Uberous* off Cornwall last week. The transfer was made in Carrick Roads, at the entrance to Falmouth harbour, and around the other side of the ship the Plymouth-registered *Our Sheds* was unloading. More and more mackerel has been leaving the south-west aboard carriers as this winter's season has progressed. Now, however, the buyers and boats are dispersing as the season comes to a close. At Newlyn the mid-water fleet has been hanging up their nets to dry, while a few Cornish line boats still caught the odd 300-stone plus catch last week. Generally, however, the fishing was patchy.



GIANT LOSSES ON CANADIAN RUN

THE EXPERIMENT of sending three Grimsby side trawlers to fish off Canada has cost the Boston Group over £80,000. When the three vessels returned from their 4,500-mile round trips this week, every landing was a dismal flop.

First in at Grimsby on Monday was *William Wilberforce* (Skipper Alan Denison) which made £16,872 after 31 days away. She landed 1,385 kits which included 850 of cod, 450 reds and 60 of dab. Over 500 kits were unsold, mainly reds, witches and cod, while 116 kits of cod went to the salters.

Boston Boing (Skipper Colin Newton) only fared a little better at Grimsby on Wednesday when she made £20,579 for 1,185 kits. This included 850 kits of cod and

280 reds. There was a lot of redfish in the 118 kits which went unsold.

Diverted to Hull on Wednesday, *Boston Comanche* (Skipper Albert 'Bonzo' Hollington) really hit a low when she made only £8,351 for 1,015 kits. After 30

days at sea nearly half the catch was condemned, some 135 kits were unsold and 98 went to the salters. *Boston Comanche* brought back mainly redfish.

All three vessels were reported to have spent a lot of time steaming around. With

the weather very bad and a lot of ice about, skippers were unable to get on grounds they had intended to fish.

A spokesman for Boston said that the only way they would go back to Canada would be with a freezer trawler.

Job Centre and the manning, Harry Hill, said: "About 80 have come from various areas in eastern England. But it is still relatively early days — I have no doubt there will be many more."

Sole record
NEWLYN skipper, David Hooper, broke his own record for the Cornish port on Thursday last week when the 90ft. *Elizabeth Ann Webster* landed a £14,000 catch.

The haul, from an eight-day trip in the Bristol Channel, included 92 ten-stone kits of good quality sole.

Skipper Hooper beat the record he set last year — also in his wooden beamer of the Stevenson fleet — by £3,000.

The 30-year-old trawler is Cornwall's only beamer and she landed a total of 130 kits.

Most of the fish was bought by the firm of W. Stevenson and Sons, which is a fish salesmen and merchants as well as trawler owners.

Landings at Fraserburgh remained fairly constant during the two months and even as late as February 28, over 2,500 units were put ashore from *Azalea*, *Aquila*, *Aquarius*, *Seringa* and *Sundari*.

These had been caught before the start of the ban the previous night and earned prices from £22 to £23.60 a

unit.

Two Peterhead pair trawlers, the 86ft. *Slater-ships* *Seringa* and *Sundari*, also took part in the fishing for the prices from £22 to £23.60 a unit.

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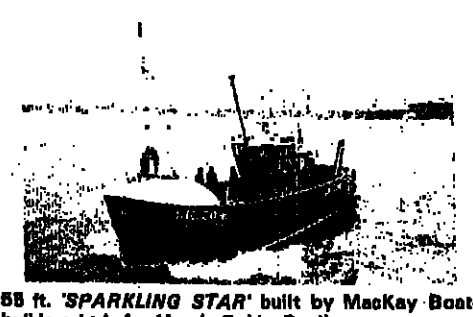
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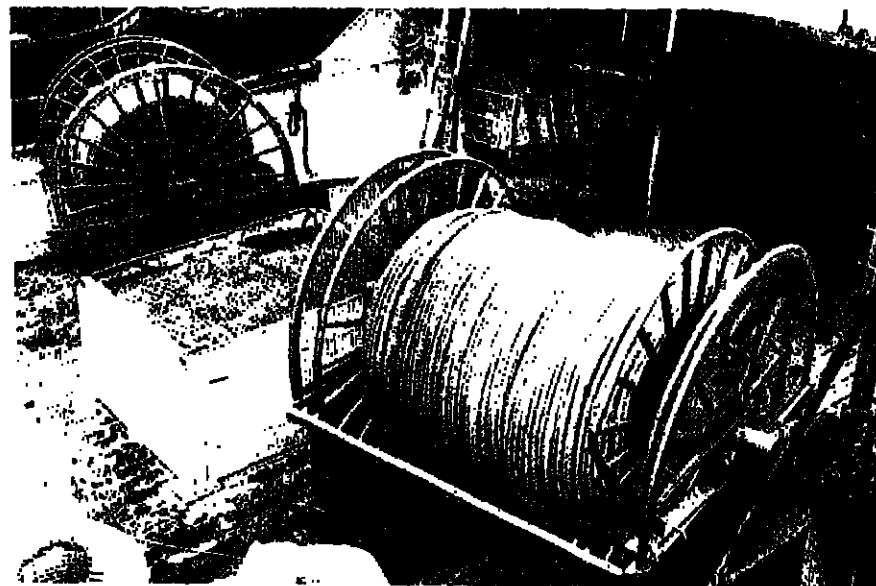
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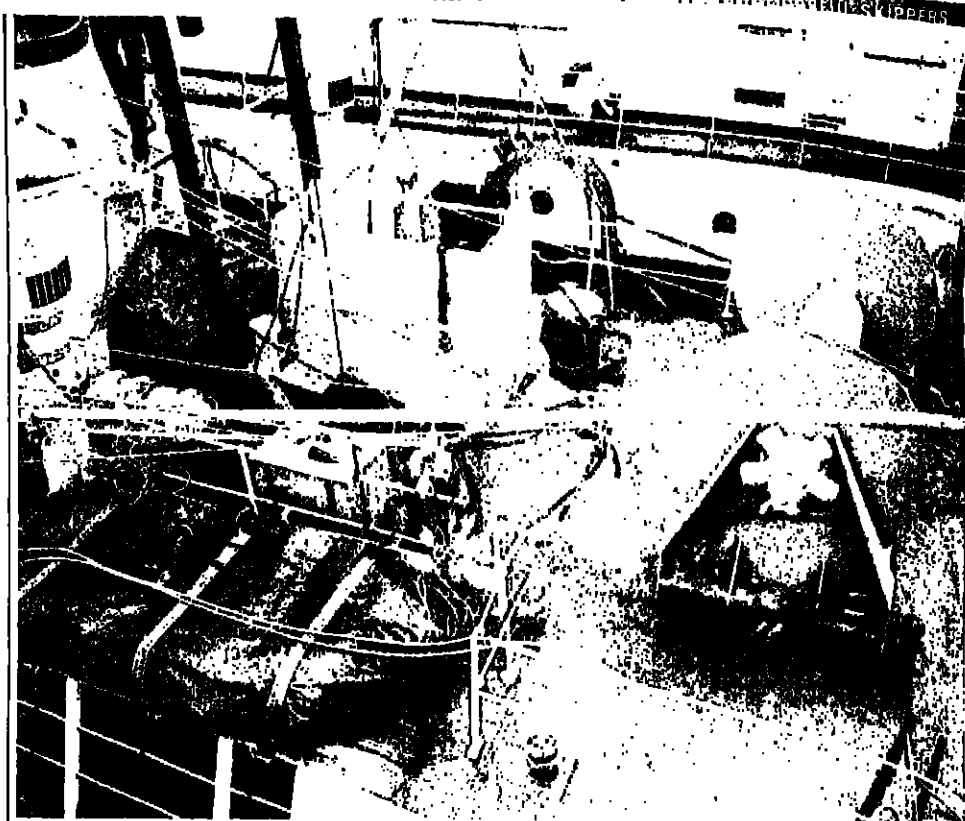
On this installation the Control Panel was positioned for'ard. The location and design of this Panel would be to suit the individual Skipper's requirements.

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The deck layout on *Crystal Palace*, the ship is now on charter to the WFA for blue whiting research.

Pelagic 'Palace' on blue whiting

THE 441-TON former Grimsby distant water trawler *Crystal Palace*, has been chartered by the White Fish Authority for research into pelagic fishing for blue whiting off the west coast of Scotland.

The conversion work which has changed her into a giant multi-role vessel was completed at the Humber port last week.

Crystal Palace, commanded by Skipper Dave Wilson, left Grimsby last Monday on a trip which is initially scheduled to last 22

days. The emphasis is likely to be on fishing techniques and gear experimentation.

The vessel, which does not have a sonar yet, is the first Grimsby trawler to assess her potential on blue whiting.

Crystal Palace is the third of three almost identical conversions by the long-established trawler owners, Consolidated Fisheries Ltd. The two earlier conversions, *Real Madrid* and *Carlisle*, have been pelagic fishing the mackerel grounds on Cornwall.

With the season now virtually at an end, both vessels could be returning to their

home port within the next week or so.

Obviously, Consolidated will be taking the *Crystal Palace* trip very seriously indeed; the company has already declared its interest in the blue whiting fishery as a commercial basis for its pelagic vessels and the chances of all three moving on to blue whiting look promising.

Other forms of fishing which have been considered are mid-water fishing, industrial fishing or, if worse came to the worst, bottom trawling again.

Boat hits slip in gale drama

THE FIVE-MAN crew of the 60ft. Bridlington inshore trawler *Hannah Louise* was rescued by breeches buoy late on Sunday night after their vessel was driven aground near the harbour's south pier in a south-easterly gale.

She went aground despite the efforts of three lifeboats, one of which was disabled in the bid to keep the trawler away from a concrete slipway.

Skipper Brian Taylor of Bridlington remained on the steel trawler after the crew had been taken off and only agreed to leave after midnight when *Hannah Louise*, held by one of the lifeboats head to wind, was pounding heavily on the slipway near the resorts Spa Royal Hall.

The four-hour drama began in the early evening when *Hannah Louise* joined a queue of vessels waiting for the tide to enter the harbour. The lifeboat was called when the vessel was swept parallel to the south pier towards the shore.

Bridlington's own lifeboat was in harbour waiting to sail for Amble on the Monday to have a re-fit. Only a few hours earlier a reserve lifeboat had completed a 600-mile trip from Cornwall.

Fred Walkington, coxswain of Bridlington lifeboat, said: "We decided it would be quicker to take the boat from the harbour to get to *Hannah Louise*. There was a very nasty sea running, but we managed to get a rocket line to her with a rope and began to pull to try and keep her from the beach."

The coxswain explained that an effort was made to keep the trawler head-to-wind, but the line parted and the lifeboat surged forward. "We ran over the anchor cable which fouled our propellers. Then we were helpless," said Mr. Walkington.

It was decided to launch Flamborough lifeboat under Coxswain George Pockley — and also launch Bridlington's reserve boat.

Although a crew was soon found for the reserve boat, there was no coxswain who could supervise launching the boat by tractor.

Flamborough fisherman Alwyn Emmerson, who is also a member of Flamborough lifeboat crew, agreed to take charge of the launching of the reserve boat, and, was later

praised by Mr. Walkington. Mr. Emmerson took the lifeboat alongside the Bridlington boat and Mr. Walkington and another crew member jumped on board and took over.

A number of lines were put aboard the trawler, but then parted. She was swept on to the slipway despite efforts to tow her out to sea.

As the waves began pounding the boat on the slipway, coastguards decided to take off the crew by breeches buoy. Four men were brought ashore on to the promenade where relatives were waiting. As crowds gathered to watch the drama, police had to clear the south pier and promenade to make way for an ambulance and rescue vehicles.

On two occasions the boat had to stop traffic and leave the Roy Oysterman show at the Spa Royal Hall while rockets were fired from the lifeboat to the shore.

When conditions became worse at high water, it was decided to take Skipper Taylor off by breeches buoy. The trawler was refloated on the next high tide.

£84,837 FOR C.S. FORESTER'S LONE LANDING

NEWINGTON'S top-earning wet fish stern trawler *C.S. Forester* topped £80,000 for the second time this year when she landed at Hull on Monday.

The only trawler landing, she made £84,837 for 2,859 kits caught by Skipper Dick Taylor and his crew during a 22-day trip to the Norwegian coast.

The vessel had daily earnings of £3,856. She realised an average of £34.99 per 100lb. kit for her codstuffs and £34.53p for 1,280 kits of haddock.

The vessel's three trips so far this year have all been to the Norwegian coast grounds. In a total sea-time of 66 days the trawler has grossed £232,866 for 7,889 kits — an average of over £3,528 per day.

Her trip details are:

Limit on haddock

THE Scottish Fishermen's Organisation has brought in a weekly 30 cwt. per crewman limit on haddock landings.

It applies to both gutted and ungutted fish landed at the ports of Peterhead, Fraserburgh, Macduff and Wick.

The order has been signed by Skipper William N. Buchan, chairman of Peterhead Port Landing Committee, and James Lovie, chief executive of the SFO.

Restrictions on ungutted haddock landings have been enforced for some time by the Aberdeen Producers' Organisation and the Anglo-Scottish PO.

Members of the industry feel that the SFO has fallen into line by issuing the order, which is a conservation measure.

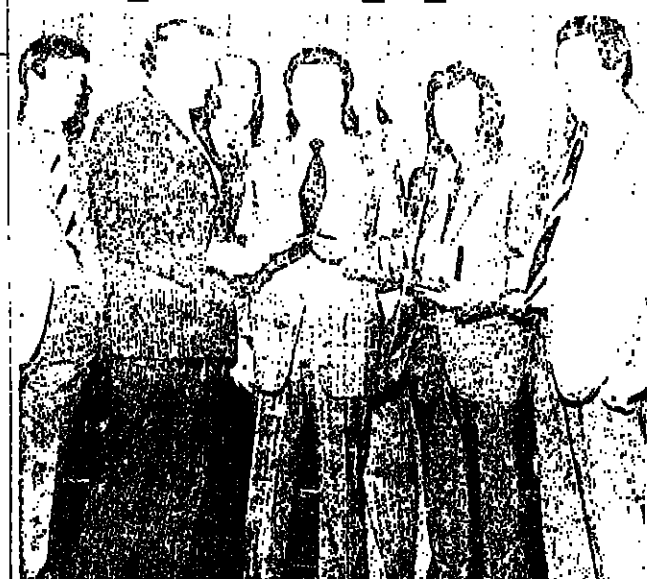
January 26, 25 days (Skipper J. Atkinson), 2,079 kits, £61,242; February 17, 19 days (Skipper Dick Taylor), 2,961 kits, £86,787; and March 14, 22 days (Skipper Dick Taylor), 2,859 kits, £84,837.

In 1976 the vessel's first three trips — one to the White Sea and two to the Norwegian coast — took a total of 69 days and her total catch of 8,032 kits made £158,031 (just over £2,290 a day).

C. S. Forester was due to start another Norway coast trip yesterday (Thursday). On the same day *Hammond Innes*, skippered by Bill Brettell, was expected to discharge a catch of about 2,600 kits from the same grounds.

Meanwhile, BUT's *Kingston Amber* (Skipper M. Clark) made £39,799 at Hull's Tuesday fish sales for 1,465 kits caught on a 24-day Norway coast trip.

AF awards to top skippers



Mr. W. A. Dalziel, director of Associated Fisheries Scotland (second left), with trophy winning skippers.

SKIPPER who operate through the Associated Fisheries (Scotland) Ltd. agency attended a presentation ceremony last Friday at the Craw's Nest Hotel, Anstruther, to mark their achievements in 1976.

The awards were made by Fisheries (Scotland) Ltd.

Skipper Dave Smith received a silver salver for being the leading seine net skipper in Scotland. He had a total grossing of £278,481 between his two boats, *Argonaut III* and *Argonaut IV*.

He earned £92,716 during the early part of the year with *Argonaut III* and then went on to gross £185,764 with the new *Argonaut IV* which was delivered from the Campbeltown Shipyard in the summer.

Watches

Carriage clocks were presented to Skipper Alec Gardner of the 78 ft. seiner *Steadfast*, and Skipper Tommy Sutherland of the 75 ft. seiner *Mary Croan*, for grossing over £200,000.

Steadfast earned £202,208 while *Mary Croan* finished the year with £212,720.

There were presentations of gold watches to skippers who passed the £100,000 mark in 1976. These were: John McLean of the trawler *Blaikleigh*; Skipper John Muir of the great line boat *Ocean Dawn*; Dave Muir of the great line boat *Ocean Scaiper*; Albert Smith of the seiner *Renown*; and Skipper Willie Watson of the seiner *Contender*.

THE NAPIER CO. (Arbroath)

FISHING NEWS apologises for the error in the telephone number quoted in last week's Napier advertisement and regrets any inconvenience caused.

The correct number is:

0241-75112

Full company details:

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DILEMMA ON HUMBERSIDE

THE HUGE financial losses by the Boston Group's distant water vessels *Boston Comanche* and *William Wilberforce*, which returned last week to Grimsby from month-long trips to Newfoundland, have spotlighted yet again the plight of Humberside's search for fresh fishing grounds.

Presently, the only distant water grounds available to the freshers are those on the Norway Coast and in a small arc of the White Sea, but companies are wary of over-fishing these grounds as Norway is not in the EEC and all cod currently caught will eventually have to be set against quotas following some sort of swap deal between the EEC and Norway.

This deal, although agreed in principle, has yet to be converted into quota tonnages for 1977 and owners fear they must now eke out their trips to the Norwegian waters lest they have exhausted them, when known, before the year's end which could mean more vessels being laid up.

In the past, with the bulk of the wet fish fleet operating off Iceland, the freezers have concentrated on the Norwegian grounds, usually with little in hand to allow many wet fish trips after the spring Norway coastal fishing.

To keep the freezers fully employed, therefore, other grounds must be found for the freshers, or vice versa.

Already BUT at Grimsby has pulled five 'K' class distant water vessels off the distant water grounds and put them back on to the Westeries off Scotland. Other moves to ration out this valued Norwegian quota, when it comes, include putting freezers on to the Newfoundland grounds and even the possibility of pelagic conversions.

Consolidated Fisheries

Ltd. has already taken this step and the firm is already rationing cod catches by its eight remaining distant water trawlers which at a pinch could also work the middle water grounds without too much difficulty.

Boston, too, is already committed to at least one pelagic conversion for one of its 140-footers, but it is the bigger trawlers which are causing the problems of 'where to fish'.

Hopefully, the Newfoundland exercise would have given the company some breathing space in this direction, but the enormity of the failure shook everyone concerned.

All three vessels involved were laid up immediately after returning last week at Grimsby, but a spokesman for the company told *Fishing News* it was hoping to get them back fishing soon and mentioned the west coast of Greenland as a possibility.

He confirmed there had been a dispute with the Canadian authorities over a clause in the licence for *Boston Comanche* concerning permission for a 10 per cent only by-catch, but it was new legislation and the vessel had been unaware of the implications of the big catch of redfish until it was too late.

Theoretically anything over the allowed 10 per cent should have been dumped and, ironically, it was the bulk of these by-catches which constituted the unsaleable fish when all three vessels returned.

The spokesman added, that with so much at stake looking for new grounds, there is a body of opinion which feels the EEC should arrange for a compensation fund to meet the cost of some part of the fuel oil costs, which accounted for a very large portion of the expenses, when vessels mounted up huge losses as with the Newfoundland venture.

The dilemma of the distant water owner, trying to keep operational on ever-

decreasing grounds, was a point forcibly made by a delegation from the BFF which met MAFF Minister, John Silkin, in London last Friday and again in Brussels last Monday when the same team met EEC Commissioners.

The present thinking is that the EEC is spending far too much time arranging deals with countries like Spain and Portugal, who have nothing to offer the UK, without sorting out the major problems affecting the British distant water effort like the quotas individual companies can expect from the Norwegians and pressing Iceland for a new deal.

HERRING MEN IN A QUANDARY

PETERHEAD boats having spent the winter trawling for herring in the Minches are now coming home for their annual overhaul. *Fishing News* spoke to Skipper James Duthie of the 90ft. *Accord* last weekend and asked him what he felt about the state of the herring fishery.

"We're just at the stage where we're having to think again. As far as pair trawling is concerned, all the close seasons and restrictions are working against us," he said.

"We don't know what quotas, restrictions and close seasons will be in operation this year and so we don't know how to plan our future. We're in a bit of a quandary. "Normally we would expect to go to the Clyde fishing soon but we don't know whether it will be worth it. No one has even told us what the quota for the Clyde is going to be this year, and we don't even know whether the Minch is going to be closed or not during the next few months".

Skipper Duthie pointed out that the pair trawlers would

expect to work a quota system in the Clyde and would normally manage to scrape along. In the summer they would make up for any losses in the Clyde by enjoying better fishing off north east England, but now they find they are restricted by various local by-laws there.

He said: "Pair trawling is a shallow water fishery and if we can't work within three miles off shore we might as well finish. We fish coastal herring, but we're finding that to maintain our own fishing standards we've got to become criminals".

He went on to say that the various fisheries inspectorates seem to interpret their local by-laws in different ways. When 'trawling' is prohibited some take it to mean 'bottom trawling' while others assume it includes mid-water trawling as well.

Skipper Duthie said that because of this a skipper did not really know whether he

was breaking the law or not until he got arrested. On top of all this, the fishermen do not know whether there will be a close season off north east England this summer.

So, if they cannot use this English fishing to compensate for just scraping along in the Clyde, Skipper Duthie says his boat may have to switch to white fishing.

However, quite understandably, the white fish men do not want the herring fishermen to do this, he said, because it only strains the white fish quotas.

Even the summer Shetland herring fishing is not of much value to the pair trawlers as normally the shoals are in deeper water.

As yet, there is no word about what restrictions there will be at the Isle of Man.

"So we are wondering how things are going to turn out and we're just living day to day," said Skipper Duthie.



Hundreds of stones of fish, mainly reds, caught off Newfoundland by *Boston Boeing* being tipped into an offal truck at Grimsby last week. The fish went unsold on a topsy-turvy market and was sent to the local fish meal factory.

Spratters back at Peterhead as season ends

WITH THE winter sprat season off north east England almost at an end the majority of the nine or so Peterhead boats taking part have now come home.

Most of them were in port at the end of last week but three vessels, *Star of Peace*, *Kathleen* and *Devotion*, were said to have come across a shoal of sprats somewhere off the Forth and were landing a decent catch in Granton.

Skipper Bruce Thain of the 86ft. *Constant Friend* said it had been worthwhile going to the sprats although this season has not been as good as the last. A high price of £50 a ton being paid by the fish meal factories had helped to compensate for smaller catches.

Because of the absence of

sprats from their normal grounds off the Tyne, the boats have had to steam further afield and work the shoals off the Yorkshire coast.

Constant Friend and her three partners *Unity*, *Starlight* and *Brighter Dawn* have fished some six to 12 miles off Flamborough Head for much of the time, but with these grounds lying some 80 miles from the Tyne, they have only been able to land their catches two or three times a week.

Skipper Thain said that while the boats had to search around on some nights, generally the fish were there and, although hauls were smaller than last year, they have been able to catch as much as 50 to 60-tons in one shot of the net.

Generally, the sprats have been of good quality and

towards the end of the season the boats were selling catches of 200 to 300 crans to Norwegian freezer vessels for freshening at prices ranging from £10 to £16 a cran.

A number of boats found herring at some time during the season.

On two occasions *Constant Friend* and her partners made hauls between them of 1,100 and 500 units off the Durham coast. They were sold at between £12 and £18 a unit to British buyers.



ONE OF the two largest fishing boats in the Isle of Man fleet, *Brighter Dawn*, broke her moorings at Peel Breakwater and is now stranded on the rock bed coastline at Lady Point four miles away.

The 75ft. vessel, valued at £82,000 including equipment, is owned by the island's leading fishmonger, Peter Canipa of Douglas.

She had been taken into Peel with engine trouble and

Brighter Dawn — stranded until high tides in April.

the engine was stripped prior to some high winds and heavy swells on the island's west coast.

None of the six man crew was aboard when the engine-less vessel drifted out to Lady Point.

Attempts to refloat *Brighter Dawn* have proved unsuccessful and now the tides have fallen back making further attempts impossible.

PRAWN RECORD FOR MALLAIG

THE DEMAND for prawn tails at Mallaig this month saw the port record fall twice. On March 1, the local boat *Finnorm* hit £32,000 a stone and this was followed on March 8 by £33,800 a stone when the Inverness-registered boat *Maurice* landed.

The catches were bought by Moray Fish Supply.

Both white fish and shellfish results have shown a dramatic increase over the past two months, compared with last year. The white fish auction scheme introduced by the Scottish Fish Producers' Organisation at the port last November seems to be working well.

A fleet of 50 vessels is now operating from Mallaig and fishermen are reported to be happy with the prices they are now getting.

White fish sales at Mallaig have gone much better than we hoped, said an SFO spokesman. "Problems have been minimal but the prices are more than we expected," he added.

Two new pursers

THE owners of our biggest purse seiner — the 135ft. *Chris Andra* — have now ordered two more. These are to be built in Norway and Holland for the Tait family of Fraserburgh and will be around the same size as *Chris Andra*.

Keels have been laid at the Karmoy yard in Norway and at Maaskant in Holland. Both vessels will be powered by Norwegian Wichmann engines.

Karmoy built *Chris Andra*

and the new vessels are expected to cost around £1.3m. each.

Norwegian yards are enjoying a fishing boat building boom. The Faroe Islands have ordered eight trawlers and a mother ship is being built for Nigeria.

Dutch dozen

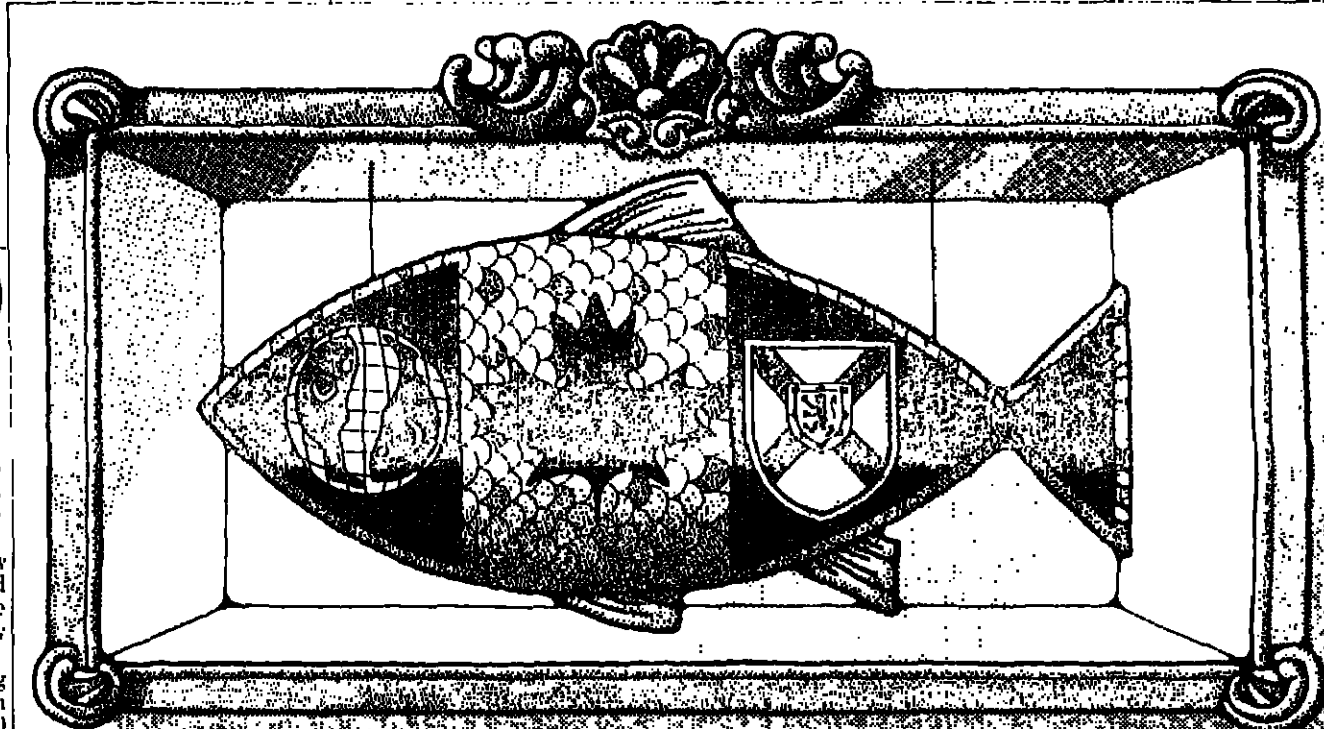
THERE was the start of a mini-invasion of Fleetwood by Dutch beam trawlers last week when *Willen Adriane* arrived to work the Morecambe Bay grounds for soles. She landed a catch on her arrival which was immediately put into containers for shipment to Holland.

There are various estimates of how many will follow her. At the moment it is thought that at least 12 Dutchmen are in the area.

fishing news

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For your space reservations please contact Ian Selwyn-Yates, Sales Manager, World Fishing Exhibition, Industrial and Trade Fairs Ltd., Radcliffe House, Blenheim Court, Solihull, W.Midlands B91 2BG, England. Telephone: 021-705 6707. Telex: 33 7073. Cables: Indatfa Solihull.

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Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

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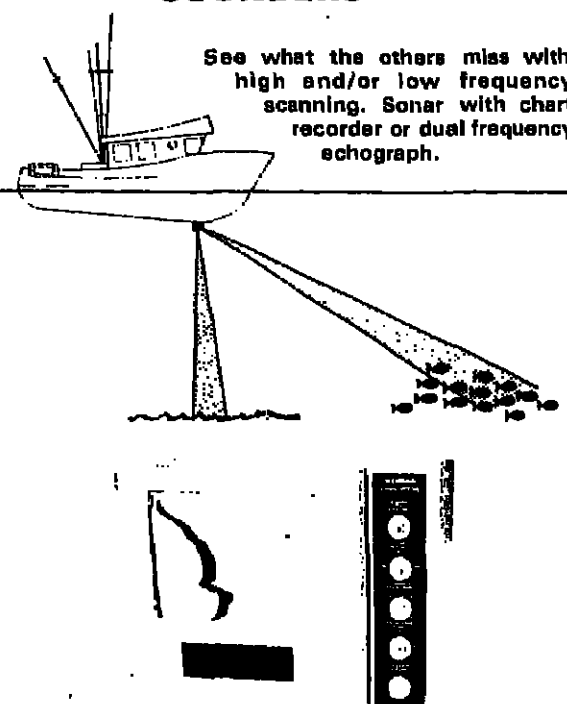
DEPMAR 131
Smaller than the 103, the DEPMAR 131 is only 210 x 290 x 150 mm and weighs 6.8 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has a 4 inch wide paper compared with the 103's 6 inch, but like the 103 it has white line, a 'bottom anywhere'

facility, and very low power consumption. Alternative 60 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 60 kHz transducer for steel vessels.

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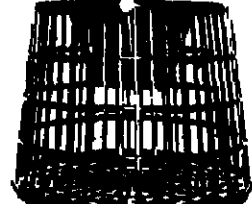
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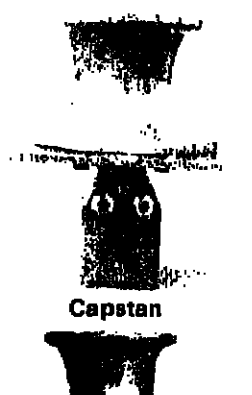
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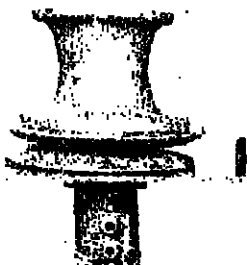
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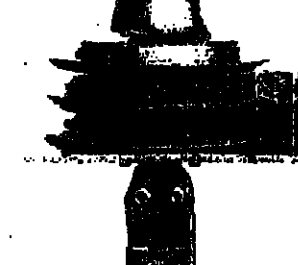
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Wide Spanish net and cord range

A FEW months ago, in answer to a query about a certain type of rope, I suggested a source of supply and, as I have not heard from the inquirer since, I presume that he was able to get what he wanted.

At the time I had not had an opportunity of examining samples and reading catalogues of ropes, lines, twines and nets available from Redexport, the sales organisation which represents a consortium of Spanish net and cordage manufacturers. Otherwise I could have told him precisely where he could get them.

Wear

Not long afterwards I wanted to replace some halyards. Those I had been using had been made from one of the first ropes to be constructed with a braided nylon sheath and, after the halyards had been in constant use for about ten years, they had started to wear through in many places. And although the filaments inside were intact and there was probably plenty of strength left in the rope, I did not want to continue using it.

In search of a suitable rope replacement, I did not want to pay the price asked for pre-stretched polyester rope — or prices asked for several other types of rope likely to prove satisfactory. So I decided to get particulars and prices of Redexport ropes which might be suitable for use as halyards.

The range produced by the consortium, which this organisation represents, proved to be so vast and the mental effort involved in converting pesetas per kilo into pence per fathom so daunting, that I nearly abandoned search from this source before I started.

But eventually I discovered a polyamide rope so constructed that it would be likely to make satisfactory halyards at a price — if my calculations should prove correct — which appeared reasonable.

No regrets

Consequence is that I have replaced the worn halyards with it and so far have no regrets at having done so.

Neither shall I have any if it lasts only half as long as the braided sheath, filament core rope. I shall have had good value for money.

As a result of this exercise I think that if you are in need of natural or synthetic fibre, combination or wire rope for any particular purpose and cannot get what you want from your usual sources of supply, it could well pay you to find out what Redexport can offer to meet your requirements.

It would be surprising if it is unable to meet them exactly. For the consortium consists of no less than nine associated companies, some of them with long experience of producing cordage and/or nets for use in the fishing industry.

Oldest established company in the group is Jaime Ribó S.A. which has headquarters in Barcelona and

two factories — one at Badalona and the other at Paterna near Valencia. It was founded in 1850 and now employs over 500 trained workers.

At one or the other of its works it can make any type of net you might want, from an inshore shrimp trawl to a tuna purse seine. And it is also likely to be able to supply any type of natural or synthetic rope you may want including eight-strand and combination rope.

So is Cordelerías Mar S.A. whose works are at Portovendia, on the shores of the fifth of Vigo. Established as a unit of the Mar group of fishing vessel owners in 1965, this company now has a labour force of 325.

It makes nets of all sorts in all types of synthetic fibres and ropes of sisal and manila as well as combination and steel wire ropes. It is well known for its production of fully-mounted demersal and pelagic trawls.

Redexport's head office is in Joaquín García Morato, Madrid. General Agent for the UK is Agustín D. Piqué, who operates from 21 Foley Street, London W1P 7LH, and will be glad to help you if you have difficulty in obtaining any type of rope, line, twine or net you may want at a reasonable price.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



RIGGING DOGFISH LINES

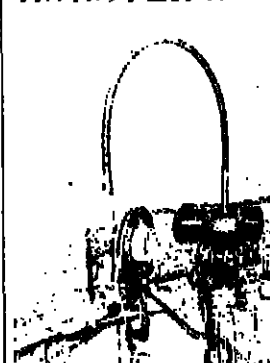
"I SHOULD be grateful if you can tell me the best way to rig lines for catching spur dogfish — what size and type of lines and hooks to use, what sort of snoods, what distance to space them apart and what bait?"

"I should also like to know the best way to work the lines — how long to leave them down and so on?"

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Three records set at Grimsby

DESPITE the somewhat topsy-turvy effects of last week's markets at Grimsby — with hundreds of kits of fish unsold and ending up at the fish meal plant — there were at least three new grossing records.

Lindsey Trawlers' *Lucerne* (Skipper Frank Gilchrist) made the firm's best-ever grossing on the Monday when she made £18,193 from a widely mixed 17-day Western trip, with haddocks and coley as the main varieties.

However, this 134-footer, the port's only major challenger to the middle water monopoly of the B171 and H. L. Taylor Ltd. fleets, had the misfortune to land on the worst market of the week and hopes of Lindsey's first-ever £20,000 plus grossing went by the board.

Lindsey Trawlers Ltd. can trace its history back to the early days of the steam trawlers in the 19th century. It was another of the port's long-established companies, Consolidated Fisheries Ltd.,



Lucerne made a company record grossing for owners Lindsey Trawlers Ltd. of £18,193 from 814 kits.

which raised its company record to £56,887 when *Norfolk Forest* hit last Friday's bumper market with an 18-day Norway coast trip of 1,787 kits. This grossing was also a new national record for a 140 ft. sidewinder.

Lower down the scale the three-year-old Danish tangle-netter *Torino* (E 202), commanded by Skipper Peder Kjaergaard, made £11,306 from 330 kits of big North Sea cod from an eight-day trip, of which only five were spent actually fishing. This was the best-ever grossing for a tangle-netter at the port.

All the fish was sold through the Tom Sleight (F.S.) Ltd. agency, which also held the previous record by the 63-ton *Dans Erna* Hoy. She grossed £10,386 from 344 kits last September.

SWAN JOINS BOARD

ANDREW B. Swan has been appointed to the board of directors of Cosalt Ltd. in Grimsby.

Mr. Swan joined Cosalt in 1967 and was, for five years, managing director of their Canadian subsidiary Grimsby-Colonial Ltd. of St. Johns, Newfoundland.

On his return to the UK in 1972, Mr. Swan was appointed general manager of the fishing gear and ships chandlery division of Cosalt, a position he retains.

Prior to joining Cosalt he was at Aberdeen and Kilbrnie with the firm of W. & J. Knox Ltd.



Andrew Swan — now a member of Cosalt's board of directors.

Norton Queen hits new high at Lowestoft

THE LOWESTOFT port record for trawlers under 110 ft. has been broken again — this time by Tallisman's *Norton Queen*.

She brought in a catch of 692 kits last week which made £16,165 — well ahead of the existing record of £13,000 set up by *Hatherleigh* last year.

Norton Queen is skippered by T. Davey and made her record landing after a 12-day trip.

In second place at the port last week was the Small & Co. stern trawler *Suffolk Quest* (Skipper Richard Fluke), with a £15,107 grossing on Monday from a 600-kit landing after 12 days.

Another stern trawler, *Boston Group's Boston Sea Fury* (Skipper Victor Crisp), grossed £14,126 from a 546-kit landing on the Thursday after 12 days.

Fourth place went to the

Cole Group's side trawler *St. Georges* (Skipper R. Jonas) at Tuesday's market with a 533-kit catch selling for £12,508.

Skipper Mike Raven brought *Boston's Boston Sea Sprite* into fifth place with a £12,476 grossing on Monday from a 494-kit catch.

Small's *Suffolk Chieftain* (Skipper Edward Brighty), a 245-ton side trawler, was in sixth place with an £11,874 grossing on Tuesday from a 524-kit catch.

Other good landings during the week including the small stern trawler *Boston Sea Knight* with 400 kits and *St. Luke* (ex-Boston *Lightning*) with 428 kits, both on Monday. *Oulton Queen* had 522 kits on Tuesday, when SSFA also landed with 428 kits. Wednesday saw *Underley Queen* land 415 kits and *Suffolk Crusader* with 440 kits.

FAROE REPRIEVE

THE BRITISH middle water fleet got an unexpected reprieve from a major fishing clamp-down on the Faroe grounds this week.

The Faroe Islands has decided to postpone the introduction of a severe catch limit inside her 200-mile economic zone which could have laid up 20 Aberdeen trawlers.

The reprieve was announced in Brussels and John Silkin, the Minister of Agriculture, Fisheries and Food, who is the acting president of the EEC Council of Ministers, said that what had looked like an absolute ultimatum had been averted.

Faroe Prime Minister Alti Dam, who was in Brussels to sign a long-term agreement on fishing, promised that full consultation on the proposed measures — due to have come into force on Wednesday this week — would begin when the agreement had been signed.

The Faroes had intended to restrict catches during the next six weeks to only 1,000 tonnes, compared with the 7,000 tonnes taken by UK boats in the same period last year.

Bob Allen of the Aberdeen Fishing Vessel Owner's Association, who is also Scottish Officer of the British Fishing Federation, had said that there is 'absolutely no

doubt whatsoever' that the conservation measures which are on traditional grounds, would become a permanent feature — resulting in around 20 Aberdeen trawlers regularly fishing off Faroe being laid up.

There were also fears that proposed closed fishing boxes, which are on traditional grounds, would become a permanent feature — resulting in around 20 Aberdeen trawlers regularly fishing off Faroe being laid up.

GIANT LOSS

SEVEN deckhands received equal suspensions on Tuesday totalling 392 days after refusing duty on the Grimsby trawler *Boston Phantom*.

Slack fishing and bad weather on a trip off the Faroes prompted the men to demand settling compensation equal to a £25,000 grossing.

The Boston Group refused and recalled the vessel.

On Monday the 11-day trip made only £3,539 from 128 kits. Losses were put at £9,000.

NEW NAME

SMALL and Co. has renamed *Priscillian* (LT 372) as *Suffolk Craftsman*. The name became well-known at the port during the sixties by another vessel now named *Winkleigh*.

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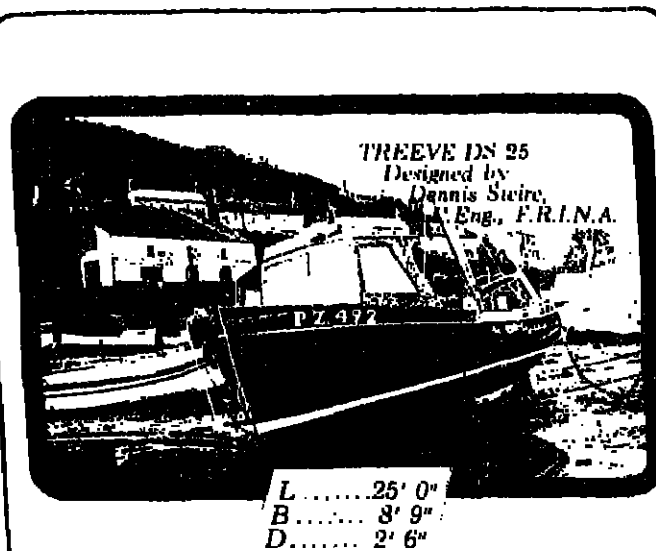
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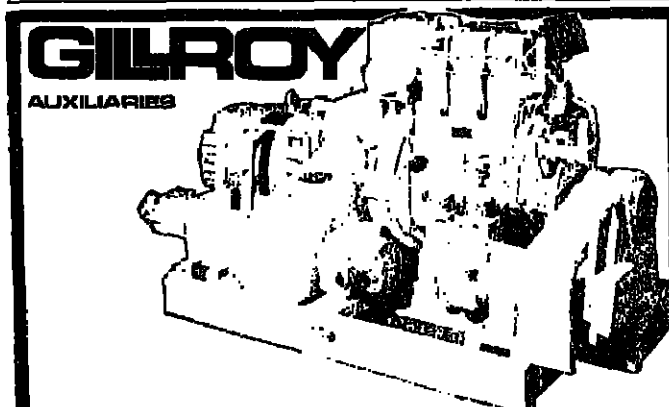
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Scots switching over to white fish pair trawling

PAIR TRAWLING for white fish is gaining in popularity in Scotland and there is every indication that more vessels will switch to this method during the year.

Two of the latest boats to turn to pair trawling are the 58ft. Macduff vessels *Seagull* and *Star Award*, working under skippers Kenneth West and Maurice Slater.

Both vessels had formerly worked single-boat white fish trawls quite successfully, but their skippers decided to try pair trawling as it can cover a greater width of ground and has advantages in economy and efficiency.

They have each taken delivery of a pair trawl from the Boris Net Co.'s net factory at Strichen, near Fraserburgh, and are currently fishing in the Moray Firth.

The net is a modification of an existing pair trawl designed by Boris Howard which has been used successfully by a number of Scottish vessels, including *Constellation* and *Accord* of Fraserburgh, and *Frey* and *Aquila* of Tobermory. It differs from this earlier net in that it has a larger fishing circle which gives a higher opening.

The net has 532 six in. meshes around the fishing circle and is designed to catch

the higher-swimming fish in addition to those on the bottom.

Made of polythene, the net is of two-seam design with a headline of 13ft. and has six in. meshes on either side by 25ft. section of 15 in. plastic bobbins and with 25ft. Swedish-style rubber is down each toe.

The plastic bobbins are 5ft. of Denmark and the steel bobbins are 5ft. of Denmark and the 25ft. groundrope rig is mounted; 9.32 in. Drag Alloy chain; connectors.

Pair trawling for white fish is also finding favour among those boats which would usually concentrate on herring. Because of close seasons on herring, they must now use alternative work for some of the time. And it is not economical for them to use trawls rather than seine net.

A Boris white fish pair trawl of the same design as rig as those made for *Seagull* and *Star Award* is being made for Skipper John West and the 60ft. *Gardenaw* boat *Excel*. She has been fishing for herring in the North Minch, in partnership with the Moray Firth *Quint Waters*, and has been doing quite well.

The Strichen factory is quoting for white fish pair trawls for larger vessels in the 500 hp range, most of which have formerly concentrated on herring.

Bob Mathison, manager of the factory, told *Fishing News*: "We'll soon see a big upsurge in the white fish pair trawl, but the net which is keeping us exceptionally busy at the moment is the 'Biddleweiss' and 'Maramba' single-boat white fish trawl. Designed by Mr. Mathison, these are polythene net opening, four-seam, net which can be fished on the edge of hard ground. The net was made in 1975 for a Fraserburgh boat *Eidolon* and a larger model was designed for the 60ft. *Mammoth* of Buckie.

Similar co-operatives in other parts of the country, he said, had proved "immensely successful" in many ways. There is a particularly successful one at Brisham and a White Fish Authority official from the Westcountry will be attending the meeting to give his advice on how to run a co-op successfully.

"A good co-operative should be able to speak for all inshore fishermen with one voice on a wide variety of matters, such as fishing limits, closed seasons and conservation," said Mr. Catchpole.

"It might also raise the matter of the Department of Trade surveys which are so severe in relation to the work the inshore craft do, that they are killing off the industry."

The co-operative could take over from Ness Point Fisheries, he said. Fishermen could do this by buying £100 blocks of shares. Once it gets going the co-operative will appoint five directors and a manager.

"All fishermen would be able to sell their fish through their own co-op. But there is no intention of poaching customers away from rivals," he said.

At the end of each year's trading shareholders will receive a dividend and there will be a bonus for non-members who sell catches through the co-operative.

"I understand the White Fish Authority has finance available for the initial setting-up of such co-ops," he added.

looking point between the sweep and the trawl was 140ft., the groundrope consists of a 40ft. centre section of 15 in. plastic bobbins and with 25ft. Swedish-style rubber is down each toe.

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Greenland trips hit 'rockbottom'

FLEETWOOD trawlers returning from East Greenland last week were hit by depressed prices for their catches while the same misfortune hit some of the port's middle water trawlers.

Jim Cross, Fleetwood manager for J. Marr and Son Ltd., said: "Prices are absolutely terrible. To be blunt the market is bloody awful."

The firm's stern trawler *Jacinta* (Skipper Gordon Wignall) returned from Greenland with 1,378 kits, with cod and reds the main varieties, but only made £26,010.

Mr. Cross said: "We would have normally expected to make £34,000 to £35,000 from the trip."

He said the bottom had

been knocked out of the market by imported fish, especially codlings from such places as Norway. "This is not playing it fair with our industry and trawlers."

He commented: "In the last three months' trading I have made just £300 — and that is for working four dinner times and six nights a week. Insurance and stamps have to come out of that yet so it's not much of a wage, is it?"

He agreed, however, that something should be done about cheap and subsidised foreign fish damaging the British industry and endangering men's jobs. "I have every sympathy with the plight of the trawling industry and believe something should be done."

Mr. Cross was wrong when he said that fish and chip shops should immediately reduce prices. Fish and chips round here — they cost 32p at my shop — are the cheapest in England."

about chip shop prices brought a sharp reaction from James Morris, a local fish frier. He said they implied fish friers were making a mint.

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'Unanswerable case for a 50-mile limit'

Sir, May I defend Albert McQuarrie, our Conservative candidate in East Aberdeenshire, from your unwarranted attack in *Fishing News* of March 4?

When our executive decided that the best way to give support to our fishermen was to organise a petition for a 50-mile limit, we received almost 100 per cent support, irrespective of political views, and were congratulated all round for trying to do something positive for the local fishing community.

Although we were aware of some concern regarding what Norway might do re. a 50-mile limit, those fishermen who expressed concern still said that a 50-mile limit around our shores was required in order to conserve fish stocks and they supported the petition.

It would appear today that there is an unanswerable case for a 50-mile limit, and I would suggest that *Fishing News* would do well to put the interests of the fishing communities before the interests of big business in the fishing industry, and that our candidate is far better informed than you give him credit for.

Furthermore, Mr. McQuarrie

most of these plastic boxes are, meantime, imported.

J. R. Mitchell, O.B.E., Chairman, East Aberdeenshire Conservative Association.

Mr. McQuarrie's campaign was based on an 'exclusive' 50-mile limit. If all foreign vessels are banned, there is nothing left to negotiate with — E.D.

Kill more seals

SIR, I am a regular reader of *Fishing News* and am surprised that there is never any comment in your paper regarding the seal problem around the Northumbria - Durham coast.

Every year has seen the problem of these beasts grow worse: five years ago if a seal came up to your salmon nets you hauled and steamed away from it and re-shot your nets, usually staying seal-free for a few hours — but not any more.

Last year some boats had up to five seals raiding their nets at a time, no matter how far they went.

As soon as the nets went into the water, up popped a seal — with all his relations. It's not surprising really that the last count of heads of these oversexed furry pests in 1976 was 10,000. At the end of the war I believe it was 350.

When is someone in authority going to have the courage to authorise a real cull to reduce the numbers to a reasonable figure?

I would be pleased to hear if any other parts of the country has or had, this problem and what measures the fishermen could take to safeguard their livelihood.

We on this coast have had limitation orders, conservation boxes around river mouths, hours of fishing cut back, increased licence fees, attacks from the radio and angling papers, rodmen and riparian owners for the shortage of salmon in the rivers, yet no mention is made of Mr. Seal.

It's obvious he has better public relations officers than we do. James Teit, 24 Brook Street, Whitby Bay, Tyne and Wear.

SIX GET THEIR TICKETS

THE first six fishermen to attend the Lewis Castle Technical College at Stornoway, Isle of Lewis, for their certificates of competency have all passed with flying colours. This was the first 14-week block release course organised by the college and the pass rate was well above the national average. Seen here with their instructors in the simulator room of the college's navigation department are, from left to right: Captain Ian Mackenzie; Donald M. Murray; John M. MacLeod; Angus J. MacDonald; Norman MacKenzie; Norman A. MacDonald; and Captain Willie Mackay.

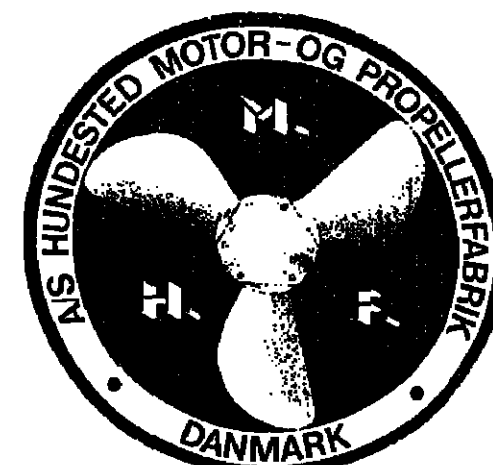
ALL IN ORDER

ROBERT McLennan, the Parliamentary Under-Secretary for Prices and Consumer Protection, visited Grimsby last Friday to watch the morning fish auctions and meet members of the Grimsby Fish Merchants' Association.

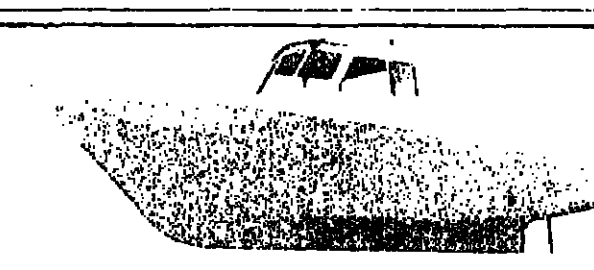
On Mr. McLennan's agenda were talks on trawler fish supplies and prices. He later said he had a number of useful ideas to follow up from his discussions with the merchants and had seen no extravagances on the fish docks.

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A new idea in trawling from Skagen...

POOLE'S SHORT BUT HECC SPRAT BOOM

Quota system came out of a hat!

WHEN the winter sprats shoaled off the south coast port of Poole ten years ago, the local fleet of crabbers quickly switched over for a season's trawling. Here, Skipper Martyn Melhuish (pictured left spratting aboard the boat he then owned *Little Sister*) tells the story of this inshore fishery which has now disappeared.

THE 1968 winter sprat season at Poole, Dorset, will long be remembered as the year of the glut and, perhaps, the beginning of the erratic fortunes for local inshoremen which followed.

Prior to the 1968 winter the sprats had arrived for several years on time — usually the first week in December — and provided steady fishing for the Poole, Lymington and Weymouth fleets.

The 1968 winter season opened with large concentrations of fish close inshore. As the season progressed prices fell dramatically and, at the peak of catches in January of that year, they reached an all-time low of 4d. (around 14p) a bushel!

Government subsidy was paid at the rate of 2.10d. (14p) per bushel, so it was really only the subsidy the fleet was fishing for.

A quota system was imposed by the area's main buyer. Names of the pair teams were put into a hat and lots were drawn to see who fished the next day. Pairs not drawn one day would fish the next.

The fishing was so heavy that some pairs were steaming for home, both vessels fully loaded, by 10.00 am. Ferrograph 500 sounders were the main fish finders used and they were found to be very good for locating even small shoals of sprats.

On one occasion we steamed just ten minutes from Poole Bar Buoy, turned the sounders on and found we had a continuous mark 30ft. deep. It was similar to a bottom reading — the bottom had been completely blacked out. We decided to shoot and managed to tow for only a few minutes before the entire net rose to the surface. That tow resulted in over 400 bushel of prime fish.

On returning to Poole it was low tide and this made the job of unloading difficult. We unloaded as usual in bushel bins to measure the total catch for subsidy.

Large pounds of fish boxes were set up on the quay and the fish was heaped in the middle. Most of this fish was destined for fertiliser, but the fish left over after the fleet of lorries gone was bulldozed back into the water!

The question of part-timers versus professional men reared its ugly head. Many of the Poole part-timers had shift jobs in the local gas works, which enabled them to fish on certain days. This imposed quotas on the whole fleet.

The main buyers, Ken Greenhalgh and Martin Proff, did their best to ease this problem but it was never satisfactorily solved.

The Poole men, without doubt, proved that small boat mid-water pair trawling was

very effective and, I believe, could easily be adopted to catch other species.

Main types of gear used were the Larsen and Boris nets. These varied from four-fathom square nets for the smaller vessels, some only 22ft. long with 15hp each, to the larger eight or ten fathom square nets used by vessels in the 30-35 ft. range with 30-40hp each. Four equal tapered panels of 4in. mesh in the mouth, decreasing to 4in. mesh in the bag, was the basic construction.

The gear was usually rigged with 56 or 80lb. weights on the wing ends, with a further 56 or 80lb. weight on the lower bridle up to two fathoms from the net. Headlines were rigged with 15-30, 6in.-8in. trawl floats. Bridles were mainly leaded 14in. circ. rope; towing warps 14in.-14in. leaded marked at five fathom intervals.

Fishing depth of the gear was determined by calling up a third vessel to sound the net with her echo sounder. Different warp lengths were tried and calculations enabled the gear to be set accurately, as long as weight or buoyancy were not altered. The Ferrograph showed the headline and groundrope very clearly and, from this, the mouth opening could be measured.

Capstan

Very few of the vessels had trawl winches. The water in the area has an average depth of only 60-80ft. and so crews could use leaded rope with a capstan.

Most of the pairs shot over the starboard side, but we found gear shot over the stern could be worked more quickly. This enabled a shot to be made and the gear to start fishing in a very few minutes. Normal procedure was that one boat would carry the net and shoot it; the pair boat would then come alongside, take the starboard bridle equipped with a quick release clip, and pull away at an angle.

Various depth and adjustments were made as fish was marked on the sounders. The hauling procedure was that the vessels would close on one another, with the bridle and warp then being passed back to the net boat. The other boat then steamed to the net boat's port side, presented herself astern on and both warps were then passed over.

The net boat then had one warp behind the wheelhouse and one through the forward pot roller (most of the vessels were crabbers with stern wheelhouses). The towing boat would then tow at 90 deg. downwind to the net boat, thereby bringing the net to her starboard side.

Once alongside, the net would be hauled by hand until the fish were found to be "hardened up" in the sprat

bag. The bag was then stripped along the gunwale, as some bags were as long as the boats. It was then that the bag was opened to allow some fish into the "cutting-in piece", a three fathom long narrow part of net.

The laborious process of cutting-in would then begin.

pumps were the order of the day!

A large net ten-fathom square could hold 400 bushel and very often the cutting-in took several hours. On occasions vessels could be carried out of Bournemouth Bay to the powerful tide races of Peveril Point and Durlston Head — no joke with 300 bushel of dead fish pulling the vessel's gunwale well down as you approached a very short, steep overfall sideways on.

One vessel, the old Scottish trawler *Our Boys*, did successfully engage in single

boat mid-water fishing. Top pairs of the fishery were *Isle of Purbeck* (Swanage) with *Blossom* (Lymington); *Elle May* (Lymington); *Elle May's Friends* (Lymington); *Our Maid/Pisces* (Mudford); *Foam/Lucky* (Mudford); *Torrey Pearl/Atlantis* (Weymouth); *Haven Maid/Mike* (Mudford); *Nordene* (Mudford); *Peveril Pride/Well* (Swanage). Some pairs came from West Bay, Dorset, very good seasons and a fleet once swelled to over 100 boats.

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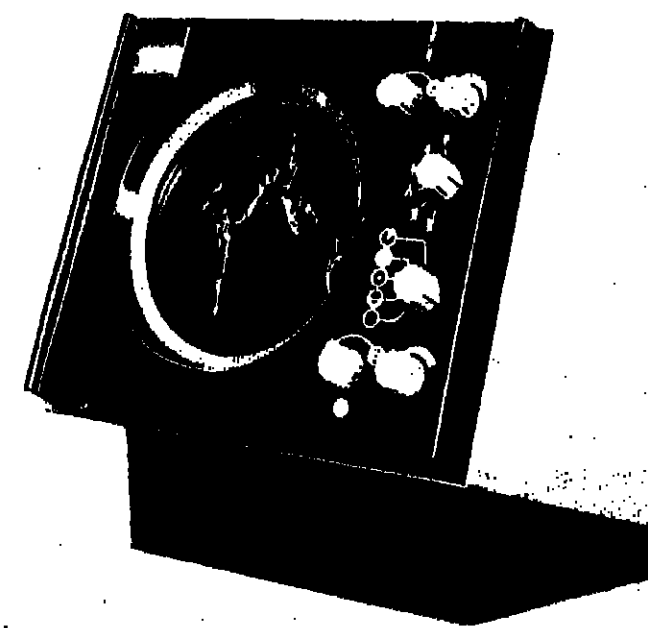
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Torrey Pearl (Skipper Graham Butler) with her net out. This Weymouth boat teamed up with Atlantis while on sprats.

The '68-'70 season started roughly on time, December 8. Catches, however, were very much lighter with the average being in the region of 100 bushels per day. Prices started at 22s. (£1.10) for the first few days, then steadied at between 13s. to 7s. (85p to 35p). Government subsidy remained at 2s.10d. per bushel.

The general movement of the sprat shoals seemed to be that they were diverted by St. Catherine's Point, on the Isle of Wight, during their movement up Channel.

We also found that after the first early morning shots by the fleet the fish, if left alone for a few hours, would reform. Most of the fleet would continue steaming east to the Freshwater area, but we quietly cruised around and allowed the fish to reform. Then we hit them again — much to the disgust of other skippers who had probably steamed a round trip of 30 miles.

The fishing slackened off early in January and we had finished by the 28th, a month earlier than normal.

During this season I had several interesting experiences. Once we had shot on a small mark and missed it. We decided to tow on as neither of our two vessels had marked fish. But, unknown to me, a large mark of fish had passed right in between our boats and straight into the net! When both our engines began to overheat, we realised the net was full. Looking astern, the whole net was on the surface full from the mouth to the bag. As we hauled the gear, it sank with the weight of the fish.

The Trignmouth boats had always fished as early as August, but many more Brixham boats, with much increased horsepower and larger nets — hammered the fish before they rounded Portland Bill on their way to Bournemouth Bay.

The movement of fish was believed to be from west to east, and intensive fishing in Lyme Bay would affect stocks further out eastwards. But this has never been provided.

Dead

All the fish were stone dead, the result of towing for too long, and they had to be manhandled to the surface before we drifted over some high rocky ground. That shot produced over 400 bushels and three aching backs.

Later that season we found ourselves fully loaded in thick fog. Trying to find Poole entrance, we steamed close in shore to establish how near the entrance we were. Suddenly, we found ourselves amongst breaking ground seas in 4ft. of water. We had found the entrance alright — and Poole Bar. We managed to clear the breaking water, but it would have only needed

one wave to swamp us, as a fully-loaded small vessel has very little reserve buoyancy.

The 1970 season began on December 4. Nearly every season had begun between December 4 and 10. Fishing was very light, the average daily catch being only 80-100 bushels. Prices ranged from 28s. (£1.40) for the first few days to 7s.6d. (37p) later in the season and subsidy was again 2s.10d. per bushel. We finished on January 14 having earned very little.

The 70-'71 season was a complete failure. Very few vessels continued after the 'Christmas and our total catch after six weeks' searching was two bushels. The shoals have never returned since despite annual searches.

Many theories were put forward. Perhaps the main cause of the failure was the Poole fishery was an offshoot, moved further afield. But many blamed the intensive mid-water fishing in Lyme Bay by Brixham and Trignmouth vessels.

The movement of fish was believed to be from west to east, and intensive fishing in Lyme Bay would affect stocks further out eastwards. But this has never been provided.

A long period with no fish just after the last year proved that a cycle of sometimes many years affects the stocks in the area. So, no doubt one day the fishery will return.

As a very experienced fisherman once remarked: when one door shuts in fishing, another opens. How right he was, but that's another story.

Next in the series — the South Coast lobster boom.

... Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 19, 1927

NEWFOUNDLAND seal fishing fleet leaves for the Labrador annual hunt. The fleet consists of nine vessels with a total of 1,160 crew members.

NEW illegal trawling bill introduces £100 fine for first offence. Skipper's and vessel's certificates withdrawn if gear not stowed in prohibited waters.

EXPLORATORY voyage to discover where the large hake have disappeared to leaves Fleet-wood next week.

OVER £18,000 worth of net-caught salmon landed by Tyne fishermen last year.

ANGLO-Norwegian fishing expedition to Greenland for haddock proves a success.

PLYMOUTH fleet strikes in protest against fish

50 years ago

brought into the port by rail being sold as local catches.

JAMES George Howell elected Alderman of Billingsgate. He has been a fish salesman at the market for the last 50 years.

BRITISH Trawlers' Association offers to assist the Food Council with its inquiry into fish prices.

ABERDEEN'S fish curing station — now the largest in Scotland — ships 800 barrels of salt herrings to Russia and Poland.

'YSHA': QUICK-CHANGE ANCHOR SEINER

THE NEW Grimsby multi-purpose boat *Iysa* is the latest completion by the Marstal Træskibsværft yard at Marstal, Denmark. The vessel follows the now familiar lines of modern wooden Danish-type anchor-seiners, but has been cleverly designed to fulfil other roles and can easily be converted for industrial fishing, fly shooting or pair trawling.

Owned by A. E. Richardson & Co. Ltd., *Iysa* (GY 341) is an up-dated version of earlier Marstal tonnage supplied to this rapidly expanding Grimsby concern and the yard is already working on *Queenie S.* (GY 344), yet another order, which will follow *Iysa* into service during the summer.

Command of the vessel has been given to Skipper Denis Sørensen, one of Grimsby's younger generation of skippers whose experience at various different methods of fishing belies his years.

Iysa is of oak hull construction, with a raked stern, flush deck, cruiser stern and steel framed and braced mahogany deckhouse. She is registered under Part IV at 39.5 tons with the following main dimensions: length 61.75ft., registered length 58.25ft., breadth 18.05ft. and depth 8.35ft.

The main engine is a Gardner 8L3B diesel, developing 230 bhp at 1,150 rpm and coupled through a 4.13 : 1 Twin Disc International Marine reduction and reverse gearbox to a fixed three-bladed Hundersed VP9 propeller. This gives a mean speed of about 9 knots.

Shaft

The pitch of the blades can be altered by a simple adjustment on the shaft to suit different work. At the forward end, through a flexible coupling, an extension shaft belt drives a GGG self-priming bilge and general service pump incorporating a switchover valve to circulate sea water through the main engine oil cooler and heat exchanger.

Also driven on the extension shaft are the lower winch belt pulley and a belt take-off to a Transmotor ACG-220 alternator of 8.8 kW, capable of producing 220 amps at 24V.

The drive to the stepped-down top shaft, for main winch operation, is engaged from the deck by a conventional jockey pulley arrangement riding on the winch belting. Hydrex Hamworthy and Vickers Vane hydraulic power packs, for the net hauler and rope drums respectively, are also driven from the top shaft by step-up belts.

For auxiliary power supplies there is a Lister ST226M, of 16.2 bhp at 2,000 rpm, belt driving a 1 1/2 in. Desmi bilge and general service pump plus a Transmotor ACG-165 alternator of 3.8 kW, capable of 110 amps at 24V. Nordco Radio Elektro A/S installed the 24V d.c. electrical systems, including Transmotor AVR-600B transformers for both alternators and switchboards.

featuring the resettable throw-out fuse warning system.

Engine starting, some lighting and instrument operation plus standby power is supplied by four 12V chloride batteries, in two banks, and other engine room equipment includes Midfyns Electro-Ringe intake and extract fans with fire dampers in the external coamings, a Mads Olesen electric motor powering the hydraulic steering pump and an overhead fire sprinkler system.

A total of 2,000 gallons of fuel can be carried in four wing tanks while a freshwater tank in the bows holds 1.5 tons.

The fish hold, served by one central watertight hatch and eleven Faaborg bunker plates in the decking for industrial fishing purposes, has a capacity for 60-tons of bulk fish, or about 500 kits of iced white fish. It has a concrete floor with a central channel draining into slushwells and is divided on either side into five sections by pine partitions fitted into floor-to-roof galvanised steel stanchions. Aluminium pound boards are used.

Net hauler

Deck machinery comprises a Norlau 40FKNR winch, athwartships in front of the wheelhouse, with a 1 : 1 and 3 : 1 two-speed gearbox on the engine room casing, a Ramme type 'A' two-drum seine rope storage unit on the port foredeck and a Hydema KB-04 double sheave pedestal net hauler, locally controlled, in the stern. Gallows are provided fore and aft on the starboard side only. Sheaves and rollers are by Norlau.

A hydraulic bilge pump, for clearing the fishroom when industrial fishing, is stepped beside a Faaborg manual bilge pump on the forward port engine casing beneath an Allweiler sprinkler hose and hand pump. A second Faaborg pump is forward between the rope drums and the port rail for the accommodation.

In the forepeak there is a small well-equipped galley with Calor gas oven and cooking rings supplied from cylinders in a deck locker behind the companionway. Leading off the galley is the main cabin with berths for four persons and heated by a solid fuel stove. Other installations include a 'Sailor' R108 receiver, a Supa Sniffa gas detector alarm and a toughened glass fibre skylight-emergency exit.

Compact

A separate cabin for the skipper is incorporated aft in the deckhouse over the raised steel engine room casing. The deckhouse layout follows the traditional anchor-seiner pattern with the cabin, including the chart table, aft of a compact and well laid-out wheelhouse heated by radiators drawing hot water off the main engine.

Steering is by Brussels power-hydraulic model HS65R with adapted K & L Marine solenoid valve system, and linked to a Deca 350 autopilot and Deca 42F 75 watch alarm.

Navigation aids include Deca 110 radar, Deca Mk.

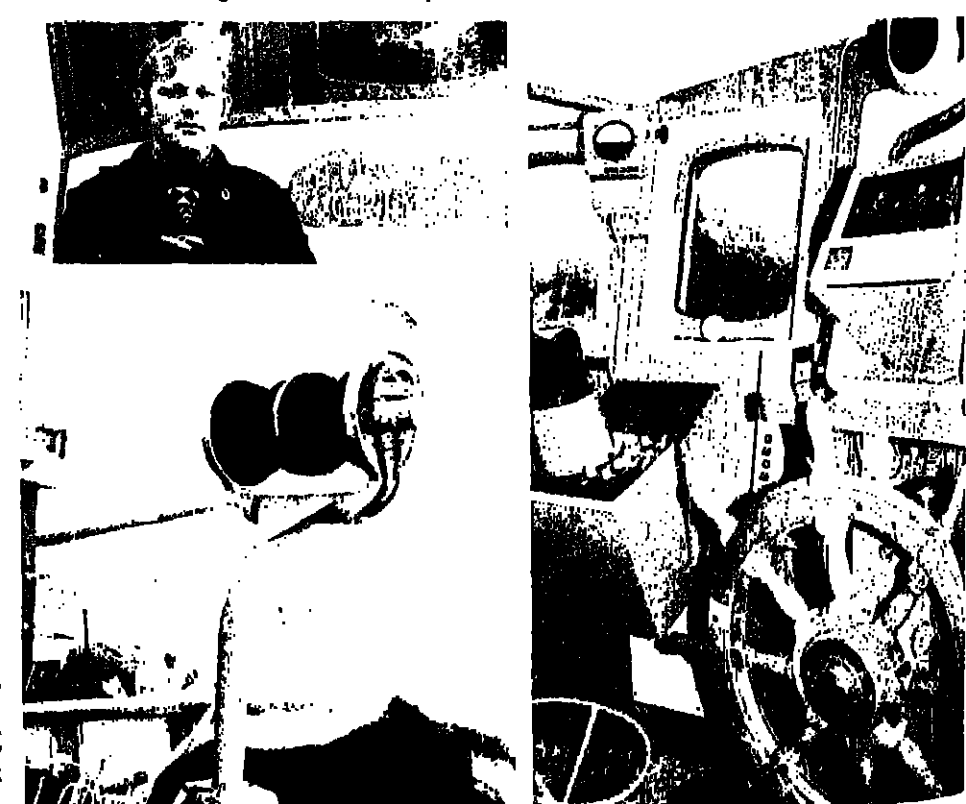
21 Navigator, Brussels tiller indicator and starboard hydraulic tiller control.

The main fish finding equipment is a Kelvin Hughes MS44 echo sounder with forward/aft selector transducer switch while for communications there is a National VN 581 wheelhouse to cabin intercom, the new 'Sailor' T126/R110 transceiver (in the skipper's cabin), 'Sailor' R144 Watch Receiver and a 'Sailor' RT144 vhf. A separate 'Sailor' R108 receiver is also fitted for general use.

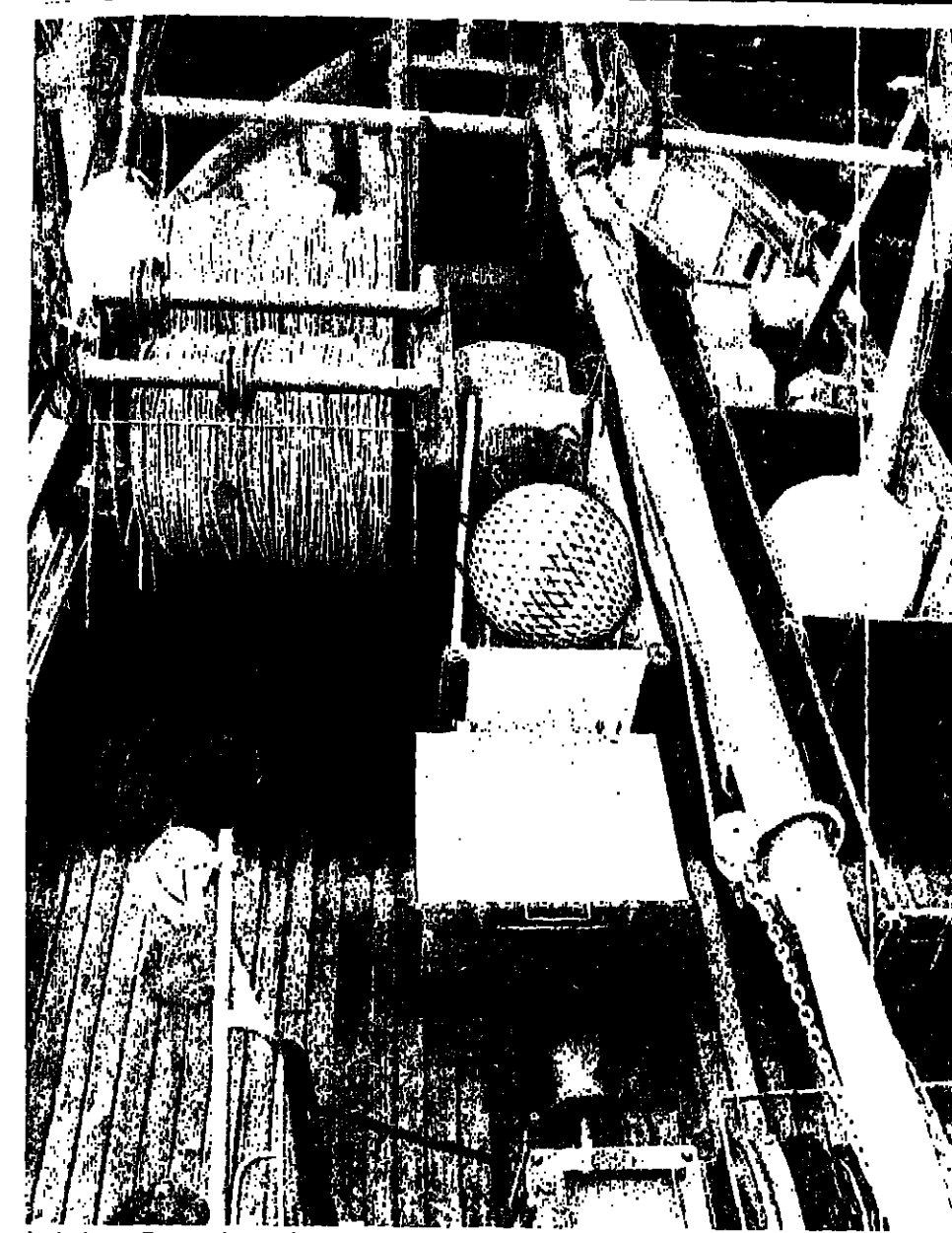
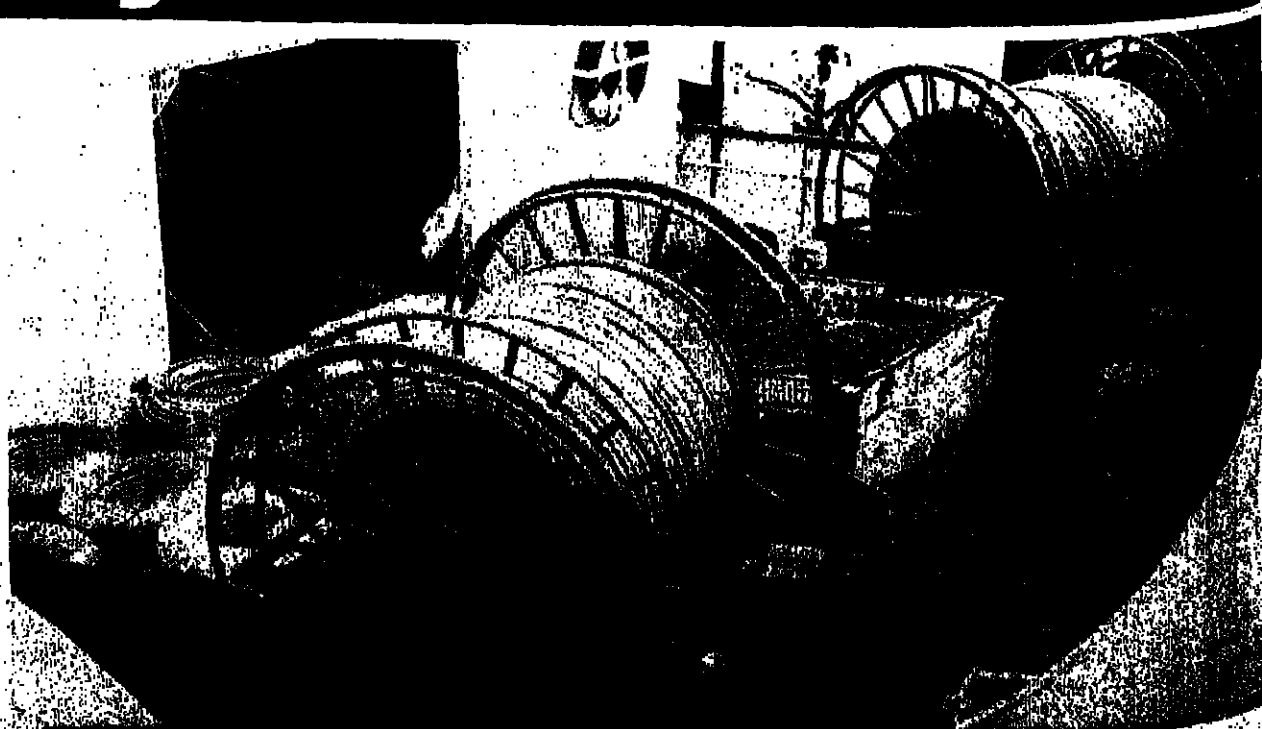
Other wheelhouse installations are Gardner engine controls, a Deca Mk. 3 transmitting compass with visual card and autopilot sensor, duplicated rope drum controls and a Grammer DS 44/2 helmsman's chair.

A GE split beam searchlight is mounted on the wheelhouse roof together with a Flamm fog horn, while Phillips halogen floodlights are provided for deck lighting. The 'A' type main mast, mizzens, gilson, pound stanchions, companionway and all metalwork above deck level is of galvanised steel.

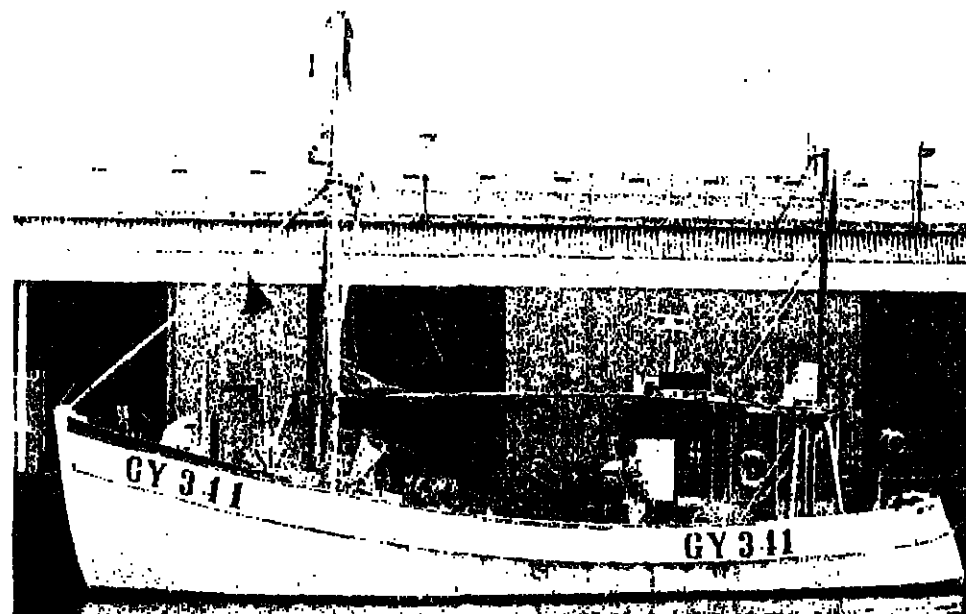
Iysa in Grimsby fish docks. She is being skippered by Denis Sørensen (below), who has wide experience of different fishing methods. Bottom: her double-sheave Hydema KB-04 pedestal net hauler. Below right: inside her compact wheelhouse.



Ajax fitted with



Iysa has a Ramme 'type A' two-drum rope storage unit forward. The boat completed her maiden trip at the end of last month and grossed £5,708 for 241 kits, almost all cod.



seine reels

ONE OF THE latest Scottish seine netters to be fitted with seine rope storage reels is Skipper Willie Campbell's 85 ft. *Ajax*.

She has been fitted with a two-drum system of reels from the Eilon firm of Fishing Hydraulics (Scotland) Ltd., and they are the first from the firm to be fitted with hydraulic braking.

The brakes are not exposed to the elements and, therefore, do not have the maintenance problems of the former disc-type brakes.

Left: the two-drum seine reel system aboard Skipper Willie Campbell's 85-footer *Ajax*. He has retained the boat's original rope bins.

Right: control panel for the reels mounted below the whaleback. The reels can be started, stopped and reversed from here.

The hydraulic brakes can be controlled from three positions — in the wheelhouse, on the reels and from a panel sited below the whaleback.

In addition, the speed of the reels can be pre-set for paying out the ropes in bad weather. Formerly this had to be done by hand brake as the ropes were being paid out.

Controls for stopping, starting and reversing the reels are fitted on the control panel below the whaleback.

Each reel has capacity for 17 coils of 3 1/2 in. rope and, like all reels from Fishing Hydraulics, has the facility for allowing a section of rope to be taken on to an auxiliary drum for repair without interrupting the hauling cycle.

However, unlike the majority of seiners which fit reels, *Ajax* has retained the rope storage bins which were fitted at the time of her building.

Skipper Campbell sometimes fishes off the Scottish west coast where it can be necessary to set different lengths of rope during one trip. Bins are useful on these occasions.

Skipper Campbell pioneered the use of storage bins for seine net ropes aboard his former vessel, the 80ft. *Ajax* (IN982), in 1973. Rapp power blocks are now being manufactured by Fishing Hydraulics at Eilon.

One advantage of relaid seines is that they grow to uniform size and are welcomed on the French market. In Holland, where this system of mussel culture has been used for many years, and where supplies of seed mussels are available in large quantities, the annual production of mussels has reached something like 120,000 tons a year.

During the early years when cultivation was in its infancy, the floating ropes were attached to old hulks of ships.

As the industry developed, the need for lighter, stronger, and more stable structures emerged and specialised rafts were developed. A typical raft is about 20 metres square and carries an average of 500-600 ropes.

The cost of a raft of this kind in 1984 was about £3,000. Large operators may have up to 25 rafts — so it really is big business!

While on the subject of mussels we have recently been sent a copy of a MAFF publication — "Settlement, growth and production of the mussel, *Mytilus edulis* L. in Morecambe Bay, England" by P. J. Dare. The paper describes in detail studies on the settlements of seed mussels which occur on the sands in Morecambe Bay.

An interesting point was that although this mussel spat covered large areas of the Bay the annual mortality was 95-100 per cent and few mussels survived to their third year. The major cause of the high death rate was the destruction of the mussels by tidal scour and storms, but swarms of starfish also found these bivalves an appetising food and cleared the beds during the summer.

The study by Dr. Dare also included observations on the growth rate and the meat yield of these small mussels. This paper is published in the Fishery Investigations Series and can be purchased from H. M. Stationery Office price £1.70.

Perhaps 1976 will not be thought of as a boom year for many English inshore fishermen but it did bring a big increase in scallop landings. Fishermen in Sussex and in Devon and Cornwall landed record catches of scallops and first-sale values are believed to be worth over £2 million.

A good marketing situation helped and several new beds of scallops were located during the year. I'll have a few more details of scallops in my next 'Chat' — TRAPPER.



Dredging seed mussels for transplanting on protected plots.

TWO PILOT projects on opposite coasts of the Irish Republic involving different techniques of cultivating and harvesting mussels are beginning to have excellent commercial prospects.

The scheme on the east coast involves the dredging of small seed mussels from natural beds in the Irish Sea and then relaying them on plots in Wexford Harbour. The west coast project involves intensive cultivation of mussels on ropes suspended from rafts moored in inlets like Killary Harbour in Co. Mayo.

The east coast project grew out of a research programme begun six years ago by the Irish Sea Fisheries Board (ISFB). Mussels were transplanted from two seed mussel beds off the coast of Wicklow on to plots in a protected area of Wexford Harbour. They grew to a marketable size — over two inches in length — in two years.

The new beds were fished for a limited period last year and the exported processed meats gave a commercial return of £85,000.

Dr. R. A. Meaney, the Board's Assistant Fisheries Development Manager who initiated and supervises the scheme, considers that the main disadvantage of the operation is the danger of over-fishing the natural beds from which the seed mussels are taken to replenish the cultivated beds. His resource group is now looking around for other seed mussel beds in the Irish Sea.

Dr. Meaney believes that if two or three more seed beds can be located, the mussel industry in the south-east of Ireland can really be expanded. Even with the existing relaying programme, between 1000-1500 tons of mussels a year can be grown in Wexford Harbour.

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As the industry developed, the need for lighter, stronger, and more stable structures emerged and specialised rafts were developed. A typical raft is about 20 metres square and carries an average of 500-600 ropes.

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shell fish chat

Irish coast. There are definite signs that the scheme could be a winner.

Commercial-sized mussels have been grown on ropes and nets within 18 months and cooked meat yields have been found to be as high as 34 per cent: as much as £200-£250 a ton would be paid for such mussels in France.

Gaeltarra Eireann — an industrial and economic promotion agency for the native Gaelic areas of West Ireland — has set up a shellfish farming company and hopes to produce about 50-tons of good quality mussels by September 1977. The mussels will be exported to France although there is hope that some Irish hotels and restaurants will also be interested.

The ultimate aim of the project is the development of a large-scale mussel farming, processing and marketing industry in suitable areas all along the western seaboard. Rafts are now being made from durable, cheap rafts from which the ropes used to collect the mussels can be hung. The most suitable raft available costs about £200 and will float 6 to 7-tons of rope-attached mussels.

I have written about the rope culture of mussels before in this column; but for those of you who haven't heard of it before, the floating culture of mussels is an important industry in Spain.

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safety at sea

PRIOR knowledge of
how to act and use
lifesaving equipment
can drastically im-
prove the chances of
survival in the event of
disaster.

Fishing News attended
part of the Basic Sea Survival
Course run in Aberdeen by
the Offshore Survival Unit of
the Robert Gordon's Institute
of Technology earlier this
month.

Students on the course, a
group of young men from oil-
rig supply vessels, admitted
that they found it much more
difficult to board a lifeboat
than they would have thought
possible — even in a swim-
ming pool.

They said that various
points raised during the
course had made them aware
of a number of important
problems that had not
previously crossed their
minds.

Even the most sensible and
level-headed person can do
the silliest things in a stress
situation, even as far as to
forget, after boarding the
lifeboat, to cut the line holding
the raft to the rapidly sinking
ship.

Seasickness, usually
something of a joke among
seamen, can quickly affect
everyone in a lifeboat.

It leads to a devastating
loss of morale and causes men
to lose the will to take action
and, therefore, it is very im-
portant to take the anti-
seasickness pills provided in
the survival kit.

The average fit man has
only up to 40 minutes of con-
sciousness after falling into the
North Sea, but the effects of
hypothermia will begin to
take place much sooner and
will quickly attack a man's
efficiency.

Panic will cause men to act
irrationally, and loss of morale
can quickly make a man
vulnerable.

There is even grave danger
in jumping into the sea if it is
not done correctly, and it is
useless to swim around to
keep warm as this, in fact, only
accelerates heat loss from the
body. Even in the raft people
will suffer from hypothermia
leading to death if the symp-
toms are not recognised and
correct action taken.

These are only a few points
which students hear about
during the one and a half day
course which aims to give a
general working knowledge of
lifesaving equipment and of
the actions to be taken in
order to increase the chances
of survival after abandoning
ship.

The course is approved by
the Department of Trade and



Some of the men attending the
survival course at Aberdeen practice
lifeboat drill.

the Merchant Navy Training
Board and is run by Joe Cross,
who was formerly survival of-
ficer with the navy.

All fishing boats are re-
quired by law to carry lifesav-
ing and survival equipment,
and the statutory re-
quirements for the various
classes and sizes of vessel are
laid down in The Merchant
Shipping (Lifesaving Ap-
pliances) Rules 1965.

Detailed investigations into
the whole question of safety
at sea is part of the continuing
work of such organisations as
the Department of Trade and
the Inter-Governmental
Maritime Consultative
Organisation (IMCO).

The modern legal re-
quirements have been arrived
at through recommendations
made at such events as the
International Convention for
the Safety of Life at Sea,
1960.

Amendments to the
regulations are made in the
light of latest experiences and
a further interchange of ideas
will take place at the

forthcoming convention of
IMCO at Torremolinos in
Spain.

Naturally, there is always
room for improvement and no
doubt further refinements
and modifications will be in-
troduced to the type of equip-
ment now in use, as
knowledge of the subject in-
creases.

However, given that the
equipment is correctly main-
tained, it is designed to give
the crew a chance to survive
and await rescue if they have
to abandon their vessel at sea.

Sadly, however, there are
numerous instances where
something has gone wrong
and lives have been lost.

On occasion it can be
assumed that a vessel
foundered too quickly for the
crew to take any action, but
in other cases men have died
simply because they did not
use the safety equipment
properly.

Quite recently a man
from the shipwrecked French
trawler *Enfant de Bretagne*
was found floating dead
about one foot under the

water with his lifejacket
above him.

Such accidents could well
be avoided if men knew
what to do. Although oil per-
sonnel and other sea-users are
enrolling for the Survival
Course in Aberdeen, Mr.
Cross told *Fishing News* that
there was no response from
the fishing industry.

He added that he would not
necessarily want to see such
courses made compulsory for
fishermen, but rather that
they could appreciate the
supreme importance of hav-
ing some training in survival
techniques.

Mr. Cross pointed out that
no one can realise what an ab-
solutely shattering experience
shipwreck can be until it ac-
tually happens.

Hannish McDonald, an in-
structor on the course and
formerly a fishing skipper,
said that he would like to
see some of Scotland's
loading skipper-owners
enrolling for the course as this
could well encourage more
fishermen to follow.

GLORIA WILSON

LICENCE BOATS —inquiry verdict

IN THEIR preliminary
verdict part-way through
their inquiry into the
fishing industry, the Com-
mons Expenditure Com-
mittee has come down
firmly in favour of a licen-
sing system to limit
fishing effort.

They urge speedier dis-
patch of advice to fishery
protection vessels when it is
sought; suggest the use of
identification friend or foe
(IFF) equipment in licensed
fishing vessels; say that

courts should accept
photographic evidence in cer-
tain cases; and argue that the
EEC should contribute to the
cost of a British-operated
protection effort within UK
waters.

The inquiry has already
taken evidence from 67
witnesses at 14 meetings and
is to continue, but the
preliminary report is made in
case some of the points
become out-of-date.

The report says that the
committee intends to carry
out a thorough review of
catching capacity, but
preliminary indications con-
firm the view of Austen Laing
in evidence in December that
there is a gross excess of
catching capacity in the Com-
munity.

"In our view catch quotas
have been completely dis-
credited as the sole means of
husbanding fishery resources.
Only a licensing system,
which will limit effort, can
protect sadly depleted stocks
against a highly-competitive
European industry.

"In this respect we regard
the Commission's proposals
as being in principle correct.
In particular we welcome the

measures recently taken to
control industrial fishing.
The committee is con-
vinced that industrial fishing has
not always been solely for in-
dustrial species. High by-
catchers of valuable species
like haddock and whiting
could do untold damage to
stocks of fish for human con-
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DUBLIN SHOW-2

Firm plans fish plants

A FIRM which has just
designed the canning
line for a Donegal fish
factory took a stand at
the Dublin show.

The firm, Jorgensen Food
Engineering, designed the
line for herring and mackerel
in sauces. They are packed in
ring-pull cans under the John
West label.

Liam Hayden, a Dublin-
based consulting food
engineer who has had ex-
perience on the production
side of food factories, said the
plant is just going into service
and staff are being trained.

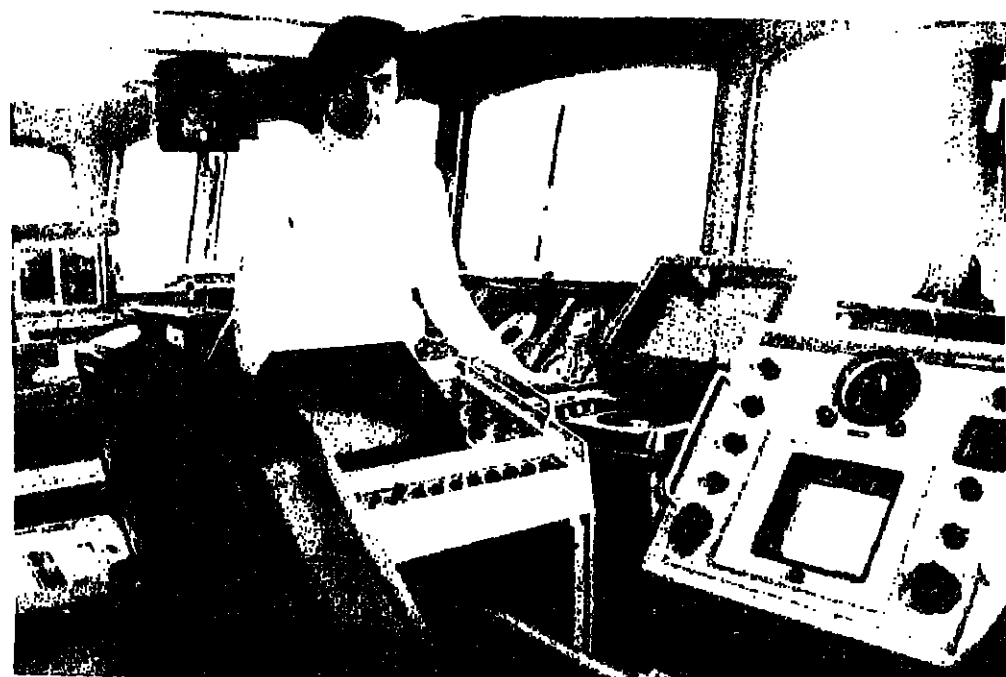
Another Donegal project
Jorgensen has been involved
in is a crab factory. This was
ready in time for the crab
season last July.

The work here involved
revamping an old vegetable

factory into a versatile plant
for handling fish. Errigal Fish
Ltd. can now freeze crab in
vacuum packs, produce
frozen salmon and marinated
herring, frozen mackerel and
smoked fish. Also, small
quantities of other species
local boats bring in can be
processed.

Jorgensen is a Danish firm
which had its own manufac-
turing subsidiary to produce
conveyors, cookers, jar and
can handling machines.

If a production line needs
specialised filleting or gutting
machines, etc., then
Jorgensen specifies a suitable
unit from a fish processing
machine manufacturer.



Proud skipper, Kevin McHugh, with some of
the instrumentation of his 90 ft. *Albacore* —
Ireland's latest pursar. The wheelhouse is
arranged for pure sailing on the starboard
side and white fish, mid-water and bottom
trawling on the port. In front of Skipper
McHugh is the Simrad data display unit. Other
equipment in shot includes (left to right):

Simrad EQ 38 sounder and EQ 50 sounder and
CI scope, Michrotechnica gyro repeater, Decca
Plot 480 G, Track Plotter, Navigator Mk.21
(overhead), Simrad ST sonar and Decca RM
1216 radar. Other electronics aboard *Albacore*
not in the picture include: EX 50 sounder, FB
Netasounder and F1 Trawl Watch. *Albacore*
was built by the Measurant yard.

ICE AT SEA AND ASHORE

TWO FLAKE ICE
machines by Promac of
Holland were displayed
by Hall Thermotank
Ireland.

A flake ice machine
producing 1.2 tons a day was
on show, but this unit can be
boosted to churn out up to
two tons a day.

Boats with their own ice-
making facilities are independ-
ent of shore-based plants
which can often have queues,
or be accessible only at cer-
tain states of the tide.

Smallest
Fish merchants expressed
interest in a flake ice machine
producing 120 lb. of ice a day.
Selling for £1,700, the com-
pact unit was the smallest in
the Promac range.

The firm is supplying cool-
ing plant to the 90 ft. *Salce
Regina*, a steel boat fitting out
on a Hakvoort hull at BIM's
Killybegs yard.

Cooling plant keeps the
boat's ice in top condition and
so catches can be landed at
their best.

Belgian duo

THE PAIR of turbo-
charge Anglo-Belgian Co.
diesel engines exhibited
are destined for two
wooden 88-footers being
built by the Irish Sea
Fisheries Board's Killy-
begs yard.

The boats have been
ordered by skippers Jim
McLennan and Patsy
Gallagher.

Made in Belgium, the
6M10C engines produce 900
hp at 750 rpm and were dis-
played by ABC's Irish agent,
Fitco Ltd.

A third engine of the same
type is specified for another
wooden boat for an Irish
skipper.

Danes run up 810 hp diesel

GRENAA, the Danish
firm which produces
slow-speed diesel
engines, was running a
810 hp unit at the show on
the hour.

The six-cylinder engine ran
quietly enough to hold a con-
versation while leaning against
the unit and the engineer's
party piece is to stand a 50p
coin on edge on the top of the
engine to demonstrate its
vibration-free running.

There are now about a
dozen Grenaa diesels in ser-
vice with the Irish fleet and
two more will be going into
new boats which are just be-
ing ordered.

Around 95 per cent of the
firm's production goes into
fishing vessels and some 45
complete propulsion units are
produced by Grenaa a year.
Engines are supplied com-
plete with reduction gear,
controllable pitch propeller,
exhaust, etc.

The model on show in
Dublin, a type 6PR 24TK,
had only been run for about
50 hours and it is going back
to the factory. It develops
810/900 bhp at 750 rpm, with
a propeller speed of 350 rpm.

Sales and service in Ireland
is through Grenaa Diesel
Ireland Ltd., of Donegal.



Grenaa's 900 hp diesel ready to be started.

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corrosive WAVEPUMP
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